

Fig. 2

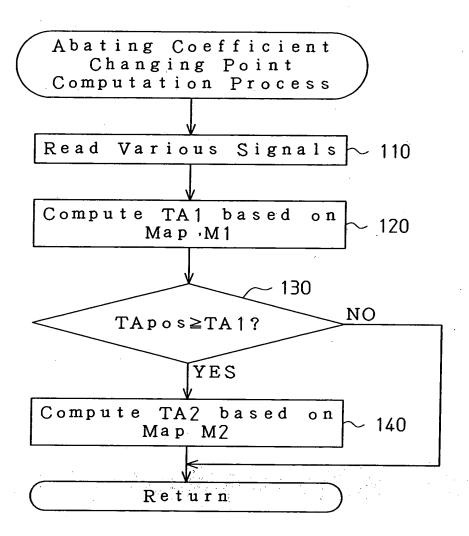


Fig. 3

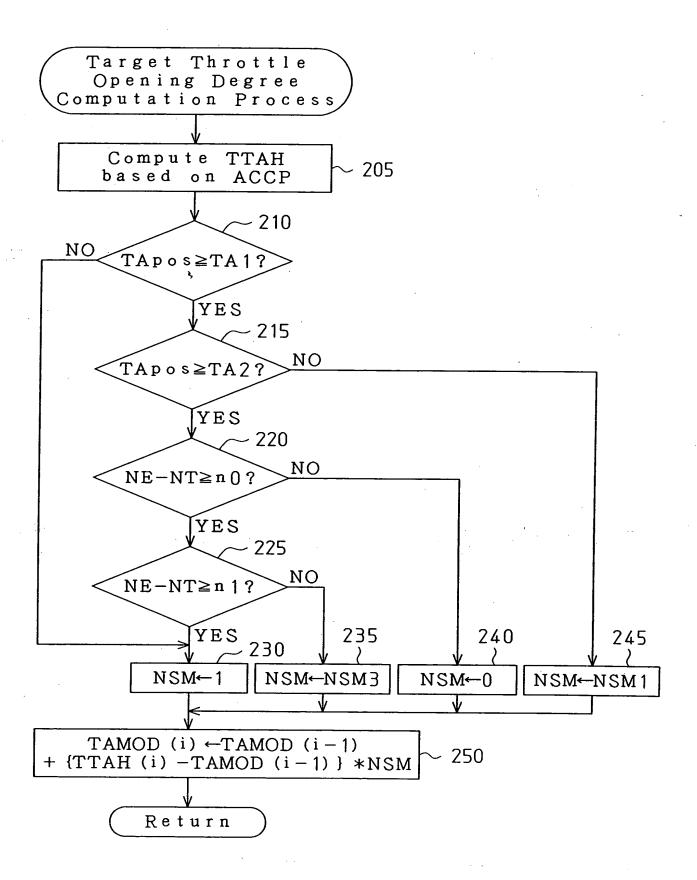


Fig. 4

Abating N Coefficient Changing Point	Т	800	1200	2000	
TA 1		1 °	2 °	4.5°	← M1
TA2		2. 5°	4 °	7 °	← M2

Fig. 5

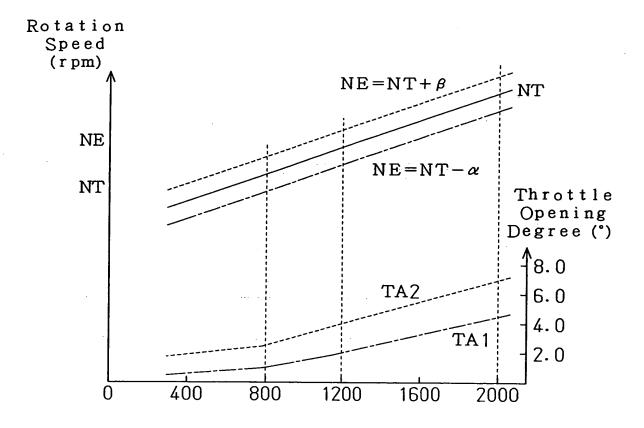


Fig. 6

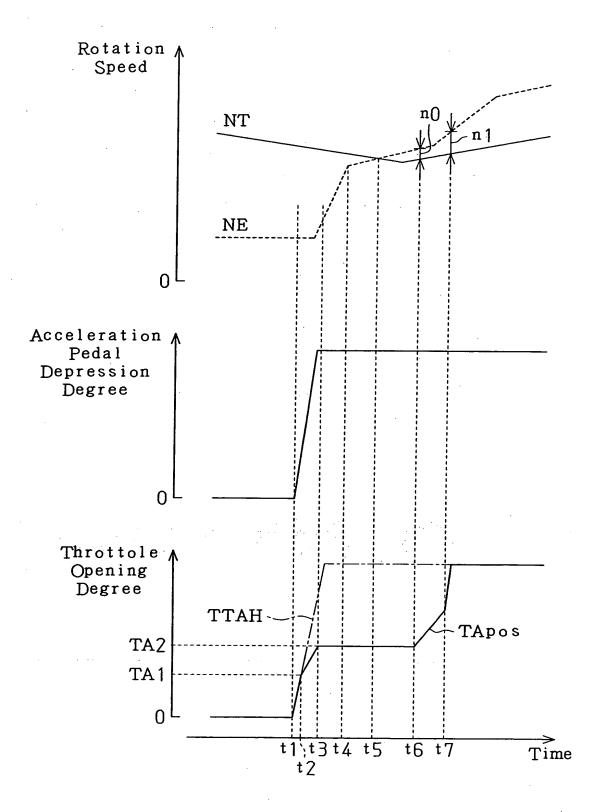


Fig. 7

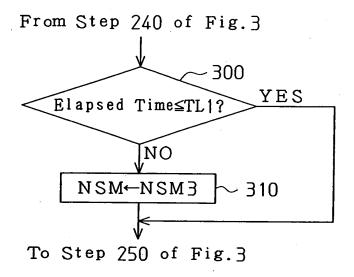


Fig. 8

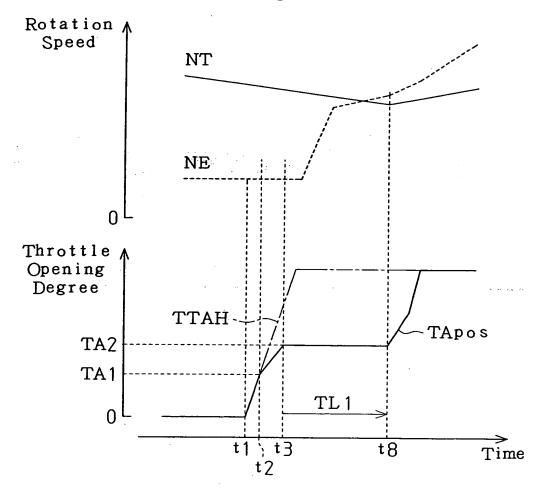


Fig. 9

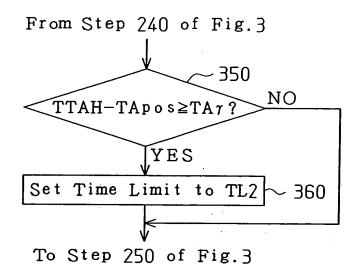


Fig. 10 Rotation Speed NT NE 0 Throttle A Opening Degree HATT-TApos TA2 TA1 TL2 0 t1; t3 t2 t9 Time

Fig. 11

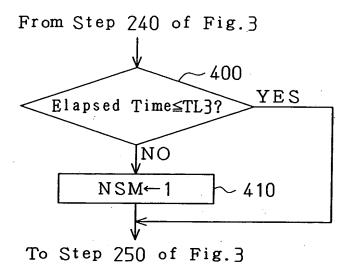


Fig. 12

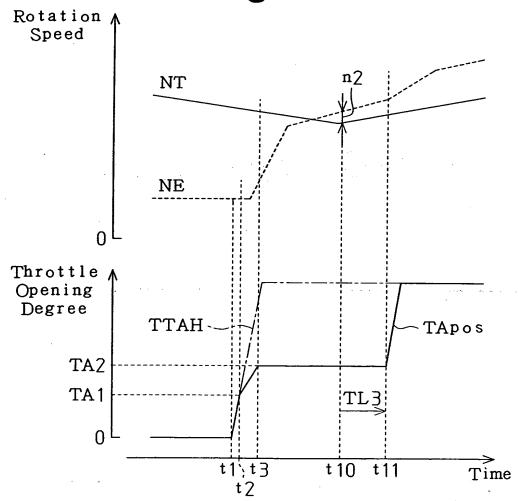


Fig. 13

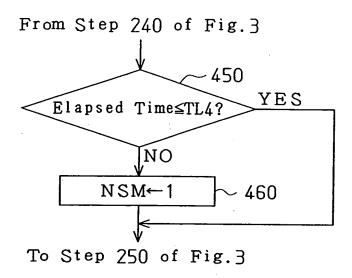


Fig. 14

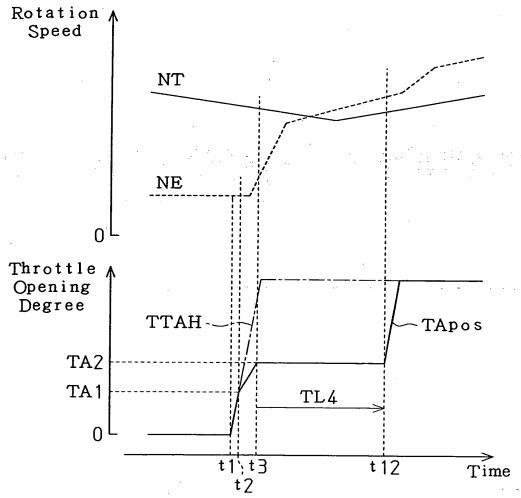


Fig. 15

To Step 250 of Fig. 3

To Step 250 of Fig. 3

To Step 250 of Fig. 3

Fig. 16

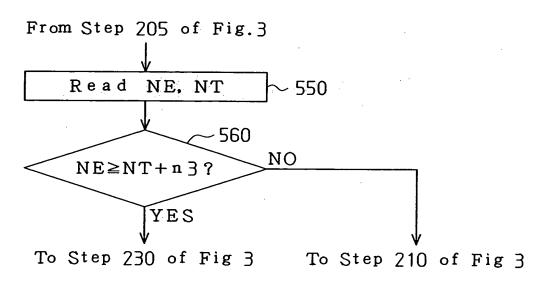


Fig. 17 (a)

Abating Coefficient Changing Point	TI	1500	1750	2000
TA 1 1		5°	5 °	5 °
TA 12		10°	10°	10°

Fig. 17 (b)

Abating NT Coefficient Changing Point	1000	1750	2000
TA21	0.5°	0.5°	0.5°
TA22	2 °	4 °	6°

Fig. 17 (c)

Abating Coefficient Changing Point	NT	1000	1750	2000
TA31		0.5°	0.5°	0.5°
TA32		1. 5°	2. 5°	4 °

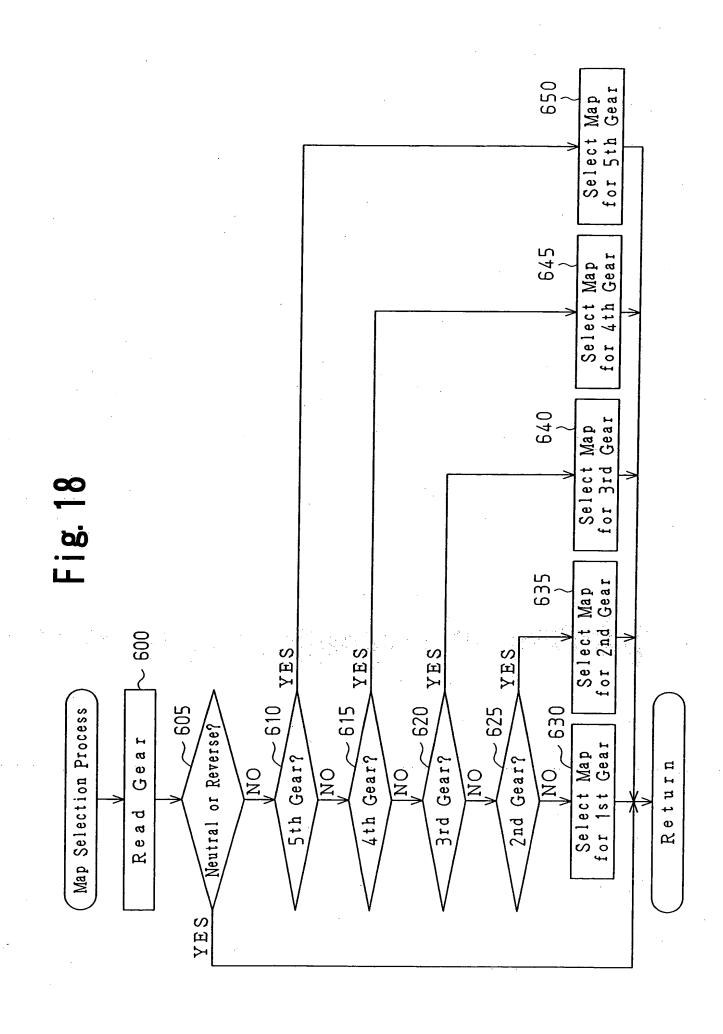


Fig. 19

Gear	1st	2nd	3rd	4 t h	5th
Time Limit (ms)	300	400	500	600	700

Fig. 20

